Seminar on road safety

1251. DR. ISHWAR CHANDRA GUPTA: Will the Minister of SURF ACE TRANSPORT be pleased to state :

(a) whether a Seminar was organised on 9th January, 1994 on road safety;

(b) if so, what are the main causes of accidents high-lighted in the Seminar and the remedies suggested therefor; and

(c) what are the details of action taken on the recommendations so far ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) No, Sir. However, a Seminar on Road Safety was organised on 5th January, 1994.

(b) Some of the causes of accidents high-lighted in the Seminar relate to human factors, vehicles factors, bad roads, bad weather, etc. Some of the important measures suggested by various speakers in the Seminar are given in the Statement.

(c) The recommendations have been sent to State Governments for necessary action.

STATEMENT

Remedial steps suggested in the Road Safety Seminar held on 5th January, 1994 *to minimise road accidents are as follows*

(i) Audio, visual, leaflets etc. relating to 'do' and 'don't' for different categories of road users should be made and presented in more improved style.

(ii) Ministry of Education by means of enactment should make "traffic education" a part of prescribed curricular for school children.

(iii) All Motor Driving Schools which have mushroomed must be regulated and controlled by the State agencies. These Driving Schools should have proper infrastructure facilities and qualified instructors.

(iv) Since pedestrians and cyclists are major victims of road accidents, special education campaign is required towards educating them in road discipline.

(v) Improvement of geometries along the hill sections.

(vi) Provisions of guard rails on approaches to bridges and high embankments, etc.

(vii) Signalising the unmaned railway level crossings and providing warning signs and rumblers.

(viii) Removal of speed breakers on national and State highways and conforming to international standards where speed humps are absolutely necessary.

(ix) Better street lighting in urban centres and along the main ghats.

(x) Improving the quality of driver education and training and stricter control over the driving licence.

(xi) To have each road provided with proper road markings so as to induce proper lane discipline.

(xii) To maintain and provide sufficient pedestrian facilities.

(xiii) To improve road lighting system on a systematic basis.

Construction of National Highways in Karnataka

1252. SHRI B. K. HARIPRASAD : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether it is a fact that the State of Karnataka has been discriminated in regard to construction of national highways;

(b) whether it is also a fact that not even a single kilometre of National Highway has been constructed in Karnataka since 1972;

(c) whether as against the targets of Road Development Plans of Government of India, specifying 3215 kms. of National Highways during 1961—81 and 3836 kms. by 1981—2001 the State's present length of NH is stagnating at 1997 kms. only; and

(d) what are the reasons for the inaction of the Central Government in approving the State Government's proposal for Bangalore

Mysore-Mercara-Mangalore (305 Kms.) and Gooty to Karwar (422 Kms.) on priority basis and also other equally important segmeats like Bangalore-Ootaeamund (viz Mysore-Nanjangud and Tumkur-Honnavar via Arsikere-Shimoga) ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) and (b) No Sir. The National Highways are not conceived on the basis of any area/region/State or population basis, but keeping in view the requirements of the country as a whole. Additions to the N. H. network in many States including Karnataka have not been possible owing to resource constraints and other priority considerations.

(c) The targets enunciated in the 20-Year Road Development Plans in question are only recommendatory in nature.

(d) Due to meagre allocation of funds, it is not possible to add any new National Highway in any State including Karnataka for the present.

European Union-India workshop on Maritime Transport

1253. SHRI G. Y. KRISHNAN : Will the Minister of SURFACE TRANSPORT be pleased to state :

(a) whether the European Union-Indian Workshop on Maritime Transport held in Bombay recently had made a number of recom mendations for consideration by the Indian Government as well as the European Union with a view to promote the growth of the Indian shipping industry;

(b) if so, the salient features of these recom. mendations; and

(c) What is Government's reaction thereto particularly the need for Electronic Data Interchange (EDI) implementation ?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER) : (a) Yes, Sir.

(b) The salient features of the recommendations are as under :—

1. Guarantees and bonds should be removed for full and empty containers.
2. Containers should be allowed to move freely between Ports.
3. The Multimodal Transport document should be harmonised to already existing international documentation.
4. Proper and harmonised procedures for documentation requirements should be established.
5. EDI should be implemented as soon as possible to enhance and facilitate Multimodal transport.
6. Review of customs procedures to enhance the container flows.
7. Ports should be increasingly privatised *i.e.,* transfer of responsibility and operation of port superstructure to be provided by private enterprise.
8. There should be greater autonomy for ports, decentralisation of discharge of responsibilities and the decision making process.
9. Complementary facilities like roads and railways should be made available to improve the efficiency of the ports.
10. Existing capacities should be optimised before extending infrastructural facilities introduced.
11. Professional management should be introduced.
12. Public authorities should facilitate the attraction of foreign investment in superstructure development.
13. There is a need for lower import duties to make import of necessary port equipment economically viable.
14. There is a need for improving bulk handling facilities.
15. Custom procedures should not be applicable for cargo carried by Coastal Ships.
16. Steps are required to reduce ship delays at ports.
17. Restrictions on transhipment and intermodal cargo by feeder vessels between various Indian ports should be removed.
18. Coastal ships should be allowed to fix own tariffs,